

Message Text

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ORIGIN DOTE-00

INFO OCT-01 EUR-25 NEA-11 ISO-00 NSC-10 SS-20 CIAE-00

PM-07 INR-10 L-03 NSAE-00 PA-04 RSC-01 PRS-01 SPC-03

USIA-15 TRSE-00 SAM-01 SAJ-01 NSF-04 SCI-06 HEW-08

INT-08 HUD-02 DODE-00 CEQ-02 EB-11 IO-14 COME-00

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TO AMEMBASSY BONN

AMEMBASSY BRUSSELS

AMEMBASSY LONDON

AMEMBASSY PARIS

AMEMBASSY ROME

INFO USMISSION NATO

AMEMBASSY ANKARA

AMEMBASSY ATHENS

AMEMBASSY COPENHAGEN

AMEMBASSY THE HAGUE

AMEMBASSY LISBON

AMEMBASSY LUXEMBOURG

AMEMBASSY OSLO

AMEMBASSY OTTAWA

AMEMBASSY REYKJAVIK

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E.O. 11652: N/A

TAGS: NATO, SENV

SUBJ: CCMS ROAD SAFETY; PROPOSED ESV ANNEX TO INTERNATIONAL ROAD

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SAFETY RESOLUTION

REF: STATE 017572

1. QUOTED BELOW IS A REVISED ESV ANNEX PROPOSED FOR THE FINAL PILOT STUDY REPORT. THIS TEXT ACCOMMODATES THE SUGGESTIONS FROM BELGIUM, GOF AND UK, WHICH WERE THE ONLY COUNTRIES TO SUBMIT COMMENTS ON PROPOSED ESV ANNEX OF INTERNATIONAL ROAD SAFETY RESOLUTION.

2. DESIRE HOST GOVERNMENTS REACTIONS ASAP IN VIEW DEADLINES STATE 017572, WITH FEBRUARY 20 AS PRINTING DATE.

3. REVISED ANNEX

QUOTE

PROPOSED IMPLEMENTING RESOLUTION ON EXPERIMENTAL SAFETY VEHICLES

APRIL , 1974

THE NATIONS OF THE ALLIANCE WITH REFERENCE TO THE INTERNATIONAL RESOLUTION ON ROAD SAFETY APPROVED BY THE NORTH ATLANTIC COUNCIL ON NOVEMBER 28, 1973:

CONSIDERING THAT IMPROVEMENTS IN THE OVERALL SAFETY PERFORMANCE OF AUTOMOBILES, TRUCKS, BUSES, MOTORCYCLES, AND OTHER CATEGORIES OF VEHICLES CAN SUBSTANTIALLY REDUCE HIGHWAY CRASH FATALITIES AND INJURIES TO VEHICLE OCCUPANTS, CYCLISTS, AND PEDESTRIANS;

CONSIDERING THAT THESE IMPROVEMENTS MUST NOT MEANWHILE LEAD TO A SIGNIFICANT INCREASE IN THE WEIGHT OF VEHICLES, WHICH COULD HAVE THE EFFECTS OF MAKING DRIVING MORE DIFFICULT AND INCREASING FUEL CONSUMPTION AND, CONSEQUENTLY, ATMOSPHERIC POLLUTION;

CONSIDERING THAT SUCH IMPROVEMENTS MUST BE INCORPORATED INTO A VEHICLE AS A TOTAL SYSTEM WHICH ITSELF IS A PART OF THE LARGER OVERALL TRAFFIC SYSTEM; I.E., AUTOMOBILES, TRUCKS, BUSES, CYCLISTS, AND PEDESTRIANS;

CONSIDERING THAT SUCH IMPROVEMENTS MUST NOT RESULT IN COSTS THAT UNCLASSIFIED

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DENY THE AVERAGE CITIZEN THE USE OF MOTOR VEHICLES;

RECOGNIZING THAT SIGNIFICANT RESEARCH AND DEVELOPMENT REMAINS TO BE ACCOMPLISHED BEFORE THE MOST COST-EFFECTIVE SAFETY REQUIREMENTS CAN BE GENERATED;

RECOGNIZING THAT THE MAJOR AUTOMOTIVE PRODUCING NATIONS OF THE WORLD HAVE JOINED TOGETHER TO ADVANCE THE STATE-OF-THE-ART IN

AUTOMOTIVE SAFETY TECHNOLOGY; AND

REGARDING THE EXPERIMENTAL SAFETY VEHICLE PROJECT, UNDER THE DIRECTION OF THE UNITED STATES AS PART OF THE NATO CCMS ROAD SAFETY PILOT STUDY, AS HAVING,

- . ESTABLISHED THE POSSIBLE UPPER LIMITS OF SAFETY PERFORMANCE,
- . DEMONSTRATED THE PRACTICALITY OF THE TOTAL SYSTEMS ENGINEERING APPROACH TO VEHICLE SAFETY DESIGN, AND
- . IDENTIFIED RESEARCH AREAS WHICH REQUIRE SUBSTANTIAL EFFORT BEFORE THE MOST COST-EFFECTIVE SAFETY DESIGN CAN BE DEVELOPED;

DO HEREBY RESOLVE

1. TO CONTINUE COLLABORATIVE RESEARCH ON IMPROVED VEHICLE SAFETY SUBSYSTEMS AND ADVANCED SAFETY VEHICLES IN A WAY WHICH WOULD SIMULTANEOUSLY DEAL WITH THE PROBLEMS OF COST, WEIGHT, FUEL CONSUMPTION AND ATMOSPHERIC POLLUTION, AND TO ALSO CONTINUE THE EXCHANGE OF THE RESULTING TECHNICAL INFORMATION UNDER THE EXISTING MEMORANDA OF UNDERSTANDING AND ASSOCIATED TECHNICAL ANNEXES;
 2. TO COORDINATE INTERNATIONAL ESV DEVELOPMENT, AND RELATED RESEARCH, AND PLAN AND SCHEDULE INTERNATIONAL CONFERENCES AND OTHER FORMS OF INFORMATION EXCHANGE IN PERIODIC MEETINGS OF POLICY-LEVEL GOVERNMENT OFFICIALS REPRESENTING INTERESTED NATIONS;
 3. TO COOPERATE IN CONDUCTING RESEARCH IN THE FOLLOWING AREAS
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IDENTIFIED BY THE ESV PROJECT AS REQUIRING ADDITIONAL EFFORTS,

- . DEVELOPING MODALITIES FOR EXPEDITING THE INCORPORATION OF ESV RESULTS INTO PRODUCTION VEHICLES,
- . REDUCING ADDITIONAL WEIGHT RESULTING FROM ESV DESIGN,
- . REDUCING AGGRESSIVITY IN COLLISIONS BETWEEN VEHICLES OR BETWEEN THEM AND PEDESTRIANS,
- . IMPROVING PRIMARY SAFETY (STEERING, BRAKING, SUSPENSION),
- . PROVIDING FOR HUMAN TOLERANCE TO IMPACT FORCES,
- . IMPROVING ANTHROPOMORPHIC DUMMIES,

- . MAKING COST-BENEFIT ANALYSIS BASED ON BETTER ACCIDENT DATA,
 - . IMPROVING CRASHWORTHY STRUCTURAL DESIGN,
 - . MAKING MORE EFFICIENT RESTRAINT SYSTEMS,
 - . STANDARDIZING TEST PROCEDURES; AND
4. TO MEET AT APPROXIMATELY YEARLY INTERVALS TO REPORT ON THE STATUS OF ESV DEVELOPMENTS AND PRESENT AND DISCUSS TESTING AND OTHER RESULTS.

END QUOTE
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